

**YAMAHA. FROM THE GROUND UP.**



# FROM THE ABSTRACT TO THE CONCRETE.

When we set out to design and build our Yamaha street bikes, we never lose sight of one hard reality: the street.

Because how well a motorcycle performs on paper and how well it performs on pavement are two very different things.

Every bike we make, every feature we develop, reflects an intimate knowledge of what it means to ride a motorcycle on the street.

We know of only one sure way to acquire that kind of knowledge. Ride the machines. And ride them. And ride them some more. On our own Yamaha test tracks. On grueling road racing courses all over the world. And on the very streets and highways you ride.

This first-hand knowledge of what the street demands of a motorcycle inspires the innovative designs and features that set Yamahas apart from all other motorcycles.

For example, our 4-stroke engine configurations follow an obvious, but seldom observed rule: don't use more cylinders than you need. We're the only company that offers one, two, three and four cylinder engines in its street line. Each designed to deliver maximum performance with minimum complexity.

We pioneered the concept of the 5 and 6-speed transmission, to help make those very efficient engines more efficient still.

All of our street machines have a strong, rigid double cradle frame, a feature we developed and introduced over 20 years ago.

We realized that standardized suspension was impractical, street conditions and rider preferences being what they are, so, on Yamahas, adjustability is the rule rather than the exception.

Even our patented self-cancelling turn signals, while ingeniously simple, are tremendously important on the street. That's why we put them on our street bikes.

As you read further in these pages, you will discover, model by model, machines that are built for the real world. Literally, from the ground up.







# POWER TO THE PAVEMENT.



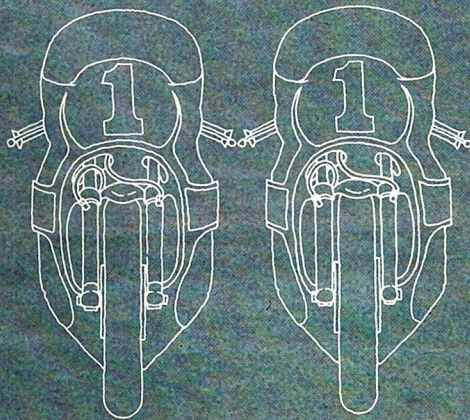
One of our best research and development men is not an engineer. Has never worn a lab coat. And can't work a slide rule.

But he has one advantage other R&D men don't.

He can ride a motorcycle around a race track faster than anyone else on earth.

He's Kenny Roberts, world champion Yamaha road racer.

Five years ago, Kenny was the youngest rider ever to win the AMA Grand National Championship. An accomplishment he repeated the next year. A while later he became the first rider in history to complete a "grand slam" of all five types of AMA racing. And with his 25 career wins,



he ranks second on the all-time AMA national win list.

After winning the Daytona 200 this year—where he lapped the entire 73-man field and set an average-speed record of 108.37 mph—Kenny set himself a goal. To go to Europe and contest the 500CC World Championship—a class he had never ridden before. On tracks he had never seen before.

He won.

Making him the first American in history to win the world championship.

Kenny obviously knows what he's doing. And when he talks after a race, we're all ears. To learn what went right. What went wrong. What needs to be improved.



We've perfected a lot of great racing machines that way. And a lot of great street machines, too. Because pavement is pavement, whether it's in Daytona Beach, Florida or Dayton, Ohio.

The disc brakes on our street bikes, for example, were conceived and developed on the track where, wet or dry, brakes have to be reliable, powerful and fade-free.

Our adjustable suspension systems got their start there,

too, because track conditions are as changeable as the weather. And you can be sure if our shocks and

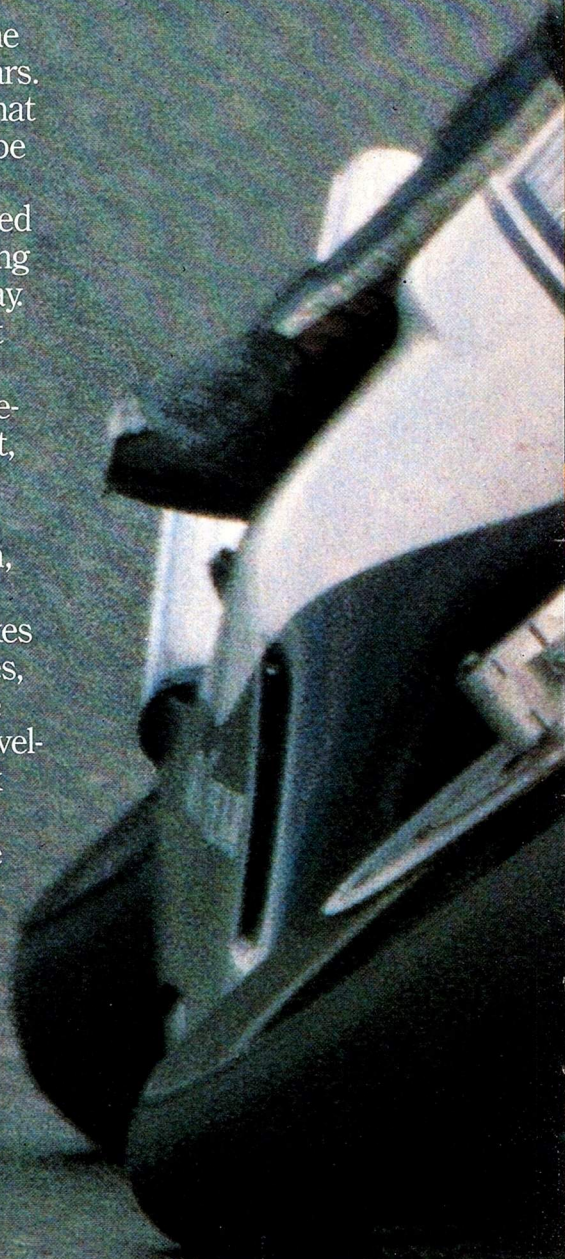


forks can withstand speeds in excess of 150 mph, they can take anything on the street.

You can even thank racing for those racy cast alloy wheels that run truer, steer smoother and handle better.

When you think about it, our racing program is as important to you as it is to us.

Because every time we race, you win.







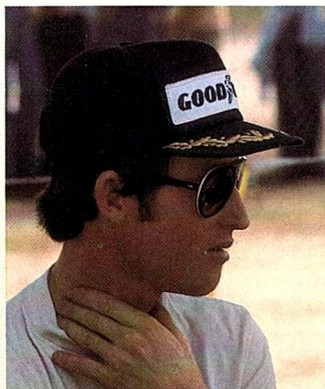


# WE DON'T CALL IT THE DAYTONA SPECIAL FOR NOTHING.

The RD400, our super quick two-stroke street bike, is descended from a long line of world class Yamaha racing machines.

And this year, it looks it.

Because this year, it sports the styling and official colors of the International Yamaha Team —



Pearl White with bright red striping.

It sports a new name, too. The Daytona Special. In honor of the famous TZ350 road racers. These bikes won more consecutive Daytona races than any other motor-

cycle. And were the forerunners of the machine Kenny Roberts

rode to his brilliant win in the 1978 Daytona 200.

Out on the street, the similarities between the Daytona Special and the legendary TZ350 are unmistakable.

The 398cc engine produces the kind of power that counts. Low end torque for rapid acceleration, plus steady power and instant response throughout the RPM range. A short-throw,





six-speed gearbox assures maximum versatility and control.

The responsive suspension, including five-way-adjustable rear shocks, combined with the modified racing frame result in excellent handling characteristics.

Even the styling is performance-oriented. From the low, sleek silhouette, to the café tail

and seat, to the one-piece cast alloy wheels.

Street instrumentation comes complete with oil warning light, universal speedometer, tachometer, odometer, resettable trip meter and self-cancelling turn signals.

The Daytona Special. We couldn't have called it anything less.

Yamaha racing colors: Pearl White with red stripe.

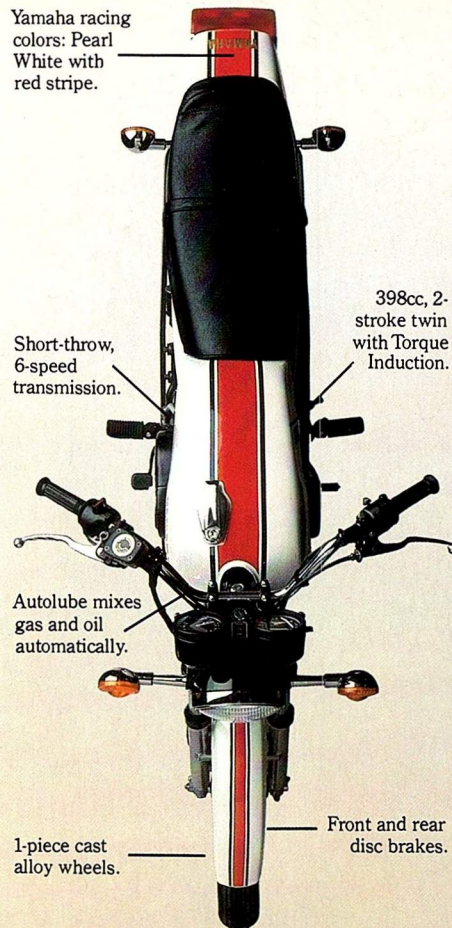
Short-throw, 6-speed transmission.

Autolube mixes gas and oil automatically.

1-piece cast alloy wheels.

398cc, 2-stroke twin with Torque Induction.

Front and rear disc brakes.







# NEITHER RAIN, NOR ROCKS, NOR RUTS, NOR WHOOP-DE-DOOS...

Yamaha's penchant for down-to-earth engineering also extends to those areas where the pavement doesn't.

For a motorcycle, no surface is more unpredictable than dirt. And for dirt, no motorcycle is more predictable than a Yamaha.

Because Yamahas are not just designed for the dirt. They're designed *in* the dirt.

Every unique and innovative feature you find on these machines is the direct result of first-hand racing experience on off-road courses all over the world. From the twists, turns, lumps and jumps of the motocross circuit to the trees, rocks, ruts and rivers of reliability trials competition.

Our Reed Valve Torque Induction system, for one, led the way in boosting engine horsepower. And translating that power into more ground-grabbing torque than ever.

The chrome-moly frames on our big YZ motocrossers and IT enduros provide two more elements that are indispensable in a racing machine. Strength and lightness.

This year, full-floating rear brakes on our big YZ's provide even steadier, more precise control, however rough the surface.

And, if ever there was a feature specifically designed to solve a problem or fill a need, our exclusive Monoshock suspension system is it. Infinitely adjustable, incredibly responsive, extraordinarily reliable.

The result of all this innovation?

Production racing machines with all the characteristics of works machines. And dual-purpose recreational machines that pioneered the idea of dual-purpose. And have been blazing trails ever since.

Machines that are built for the real world. Literally, from the ground up.







# WORTH THEIR WEIGHT IN GOLD.

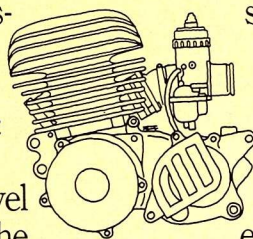


If you want to compete—and win—in serious enduro events, you've come to the right page. Because the Yamaha IT's you see here are serious enduro machines.

And they are winners.

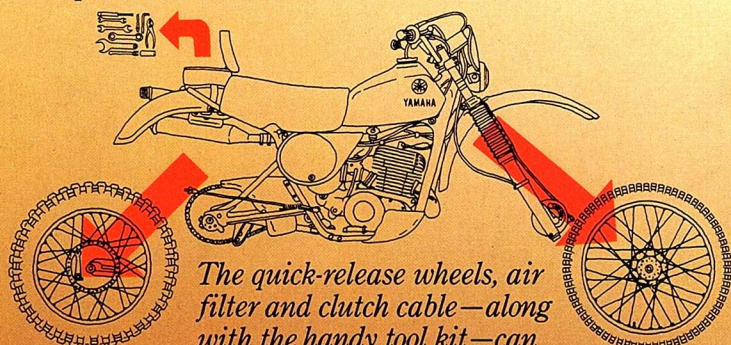
They've won gold medals in everything from local events to national ISDT qualifiers to the European ISDT itself.

The single most important reason may be our exclusive Monoshock rear suspension system. In the anything-goes terrain of your basic enduro course, the adjustable, long-travel Monoshock keeps the rear wheel hugging the ground for more consistent traction and handling.



The leading-axle front forks give you the straight-line stability you need on the smooth stretches. And pinpoint steering control in the rough.

You'll never want for plentiful, practical power, either. All three engine sizes were born and bred on our unbeatable YZ motocrossers. So they deliver exceptional power and torque throughout the rpm range.



*The quick-release wheels, air filter and clutch cable—along with the handy tool kit—can save precious repair time in serious events.*

*Hinged brake and shift levers.*

*Monoshock suspension with rigid triangulated swing arm.*

*Chain adjusting cams.*





We've made some significant improvements in the IT250 and 400 this year, too. The engines not only offer better performance but they're lighter and more compact as well. That, combined with the new chrome-moly frames reduces overall weight significantly. Suspension travel is longer, front and rear. The

newly-designed transmissions have improved gear ratios. And new head angles mean even quicker steering.

The 1979 Yamaha IT series.

For the competition enduro rider who insists on winning, they represent a golden opportunity.



IT250



IT175

*This year, all three IT models have something they never had before. A limited warranty.*

*New chrome-moly frame is strong, yet light.*

*Lightweight, large-capacity tank.*

*Flexible polypropylene fenders.*

*Dust and water-resistant brakes.*

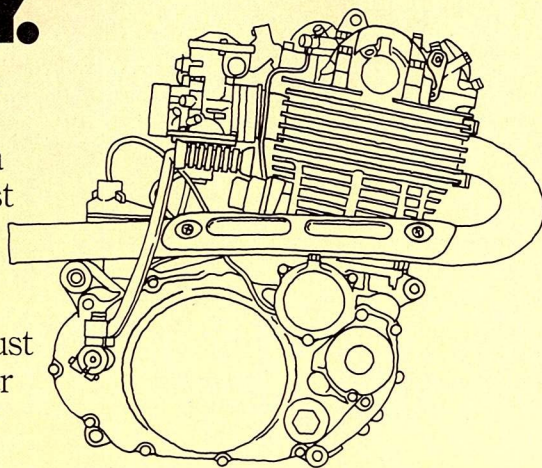




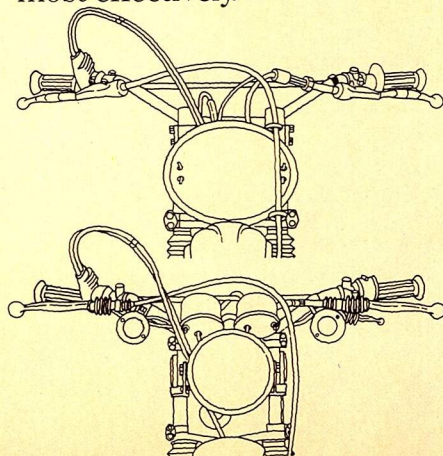
# PLAY DIRTY.

The trouble with some off-road playbikes is that you really have to work at having a good time. Because they're just not designed to take on what Mother Nature can dish out.

The Yamaha TT500, on the other hand, can take you just about anywhere, around or over just about anything. And back again.



Reason number one: torque. The TT500's massive four-stroke single delivers great gobs of it in a smooth, usable flow. From the bottom of the powerband clear to the top. And the wide-ratio, five-speed transmission distributes it most effectively.



*Flexible rubber-mounted turn signals.*

*Full street-legal instrumentation.*

*Aluminum gas tank.*

*Compression indicator for easy starting.*





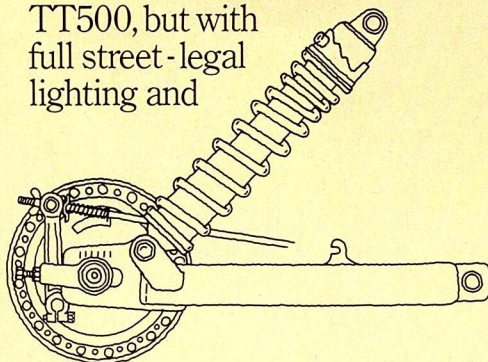
Reason number two:  
handling.

The adjustable nitrogen/oil rear shocks and new leading-axle front forks provide longer wheel travel with outstanding dampening characteristics. Ground clearance is unusually high. And, this year, the TT500 has a leaner, cleaner, lighter motocross frame along with a new steering head angle for improved maneuverability.

But even with all that going for it, there's one place you can't take the TT500. Downtown.

That's where our dual purpose model, the XT500, comes in.

It's almost identical to the TT500, but with full street-legal lighting and



instrumentation. And it's every bit as tough and reliable as its off-road counterpart. As proof we offer the following.

A team of officers from the Los Angeles Police Department rode eight XT500's from the tip of South America to the L.A. City Hall, a distance of 13,400 miles.

Up highways. Through jungles. Across rivers.

On the whole 10-week trip, the only problem they had was an engine that wouldn't start.

It was out of gas.



*New lighter frame.*

*Aluminum bashplate.*

*New lightweight aluminum swing arm.*

*Oil-in-frame, dry sump lubrication increases ground clearance.*

*New leading-axle front forks.*



# DIRT.CHEAP.

Introducing the newest members of the Yamaha off-road family. The MX100 and MX175.

Two tough, powerful, reliable off-road playbikes that just about anyone can ride.

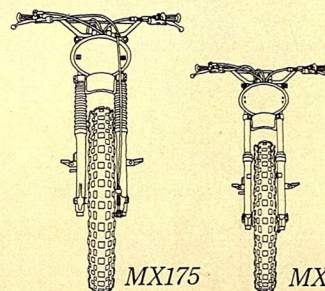
And afford.

They're priced very low, yet come loaded with all the proven features they need to make them Yamahas.

The MX175, our full-size machine, has Yamaha's exclusive Monoshock rear suspension. Its extremely long travel soaks up the worst bumps and jolts. And the rigid triangulated swing arm keeps your rear wheel right on track.

Leading-axle front forks allow more front wheel travel as well as quick, precise steering.

The MX100 is a unique, intermediate-size bike (right in between mini and full-size)



MX175

MX100

that's not only ideal for youngsters but for anyone just getting started in off-road riding.



*Exclusive Monoshock rear suspension.*

*Versatile 6-speed transmission.*

*Responsive, long-travel, leading-axle front forks.*



The seat height is extra-low for stable, confident handling. Full-sized, oil-dampened rear shocks and long-travel front forks assure comfortable cruising around the campground and responsive control on all kinds of ground.

Both bikes are powered by rugged, race-proven Yamaha

two-stroke singles. Reed Valve Torque Induction insures plenty of pulling power at the low end and throughout the broad powerband. The easy-shifting transmissions are geared for efficiency and versatility.

The center-mount exhaust pipes are routed up and through the lightweight motocross-type frames for maximum ground clearance.

And our patented Autolube System automatically mixes your gas and oil so you can concentrate on having fun.

The new MX100 and MX175.

It's not often you find motorcycles that are worth so much more.

And cost so much less.

*5-way-adjustable rear shocks.*

*Easy-shifting 5-speed transmission.*

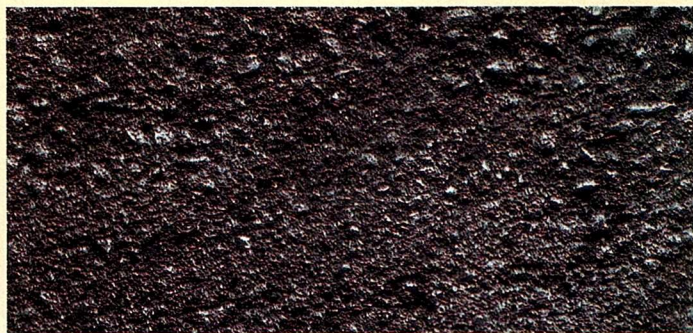
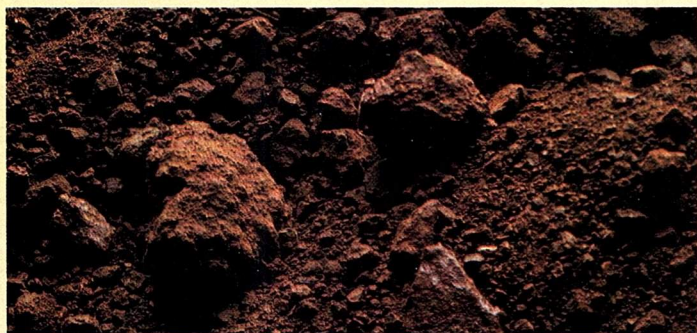
*Motocross-tuned front forks.*

*Knobby tires for all-terrain traction.*



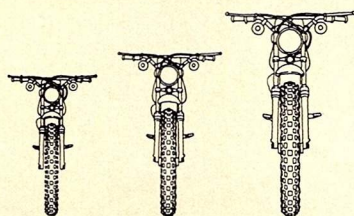


# IF YOU CAN'T MAKE UP YOUR MIND.



Several years ago, we invented a new kind of motorcycle for people whose passion for the dirt was equalled only by their love for the street.

The Yamaha dual-purpose motorcycle.



*Our intermediate-size DT100 fits right in between mini and full-size. It's an ideal family bike.*

It was then, and is now, a true dual-purpose machine, designed to perform with agility on either side of the city limits.

Except for the DT100, the Yamaha DT series uses the same type Monoshock rear suspension—and this year, the same type leading-axle front forks—as our winning YZ motocrossers. So on the road or off, you can be sure of positive traction, consistent dampening, precise steering and exceptional reliability.



DT175



DT125



DT100





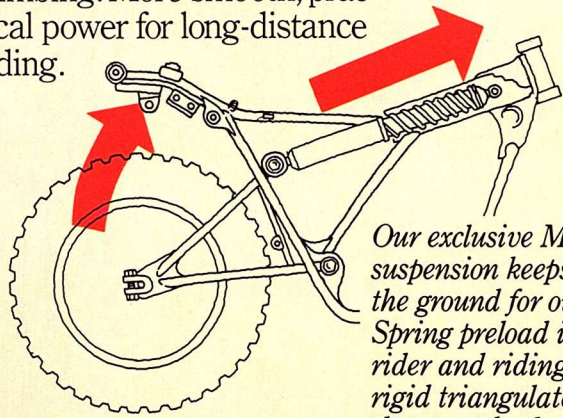
The rugged, reliable two-stroke engines make the most of the DT's dual personality. And, in 1979, performance is up in our three larger bikes. More torque for acceleration and climbing. More smooth, practical power for long-distance riding.

Yet, with all that extra performance, fuel economy is better than ever.

Special features? Plenty. Flexible turn signal mounts.

Chain adjusting cams. Automatic chain tensioner. New off-road styling. And, of course, Autolube, which automatically (and economically) premixes your gas and oil and keeps your engine running right.

Power. Handling. Reliability. Economy. And style. Put them all together and you've got yourself one terrific motorcycle. Or two.



*Our exclusive Monoshock rear suspension keeps the rear wheel on the ground for outstanding traction. Spring preload is adjustable to both rider and riding conditions. And the rigid triangulated swing arm keeps the rear wheel stable for truer running.*

*Reed Valve Torque Induction assures smooth, steady power, not only at the low end but across the band. The radial head design and deep finning dissipate heat quickly for longer life.*

*Full street-legal lighting and instrumentation. Includes head and tail lights, flexible turn signals, speedometer, tachometer, resettable trip meter, neutral and oil level indicators.*

*New motocross-type leading-axle front forks on our three larger bikes mean even better handling and steering.*





# START AT THE TOP.

Yamaha minibikes give young riders their first taste of what it is to ride the best.

Because our minibikes have many of the same features our maxibikes have. From Reed Valve Torque Induction to rugged, responsive suspension systems. From durable, double-loop frames right down to subtle details like recessed bolts.

The reason for building our minis this way is simple. We figure once a rider starts at the top, he'll want to stay there.

## YZ80.

The YZ80 is every bit the racer our bigger YZ's are. Only smaller. It not only has long-travel, leading-axle front forks, it has the same exclusive long-stroke Monoshock rear suspen-

sion for consistent control and traction. The same frame geometry. And the same ability to win everything it's entered in.

A spirited 79cc, single cylinder engine with Reed Valve Torque Induction and inner-rotor CDI ignition generates plenty of power and torque. And the new, more versatile 6-speed transmission has a short-throw lever for swift, sure shifts.

Consider the YZ80 step one in the development of a winner.





### **GTMX.**

The GTMX can stand up to whatever punishment a kid puts it through. It has a strong motocross-type suspension with long-travel front forks and heavy-duty rear shocks. A tough, low-profile, double-loop tubular frame. A 72cc, 2-stroke, single cylinder engine with Reed Valve Torque Induction.

And a 4-speed transmission that shifts smooth and easy.

The GTMX also has some features that make it a natural for beginners. Like a primary kick starter that lets the rider start in any gear. Autolube, which automatically mixes gas and oil. And a metal bashplate that protects the engine from scrapes and bumps.

For a playbike, the GTMX really works in the dirt.

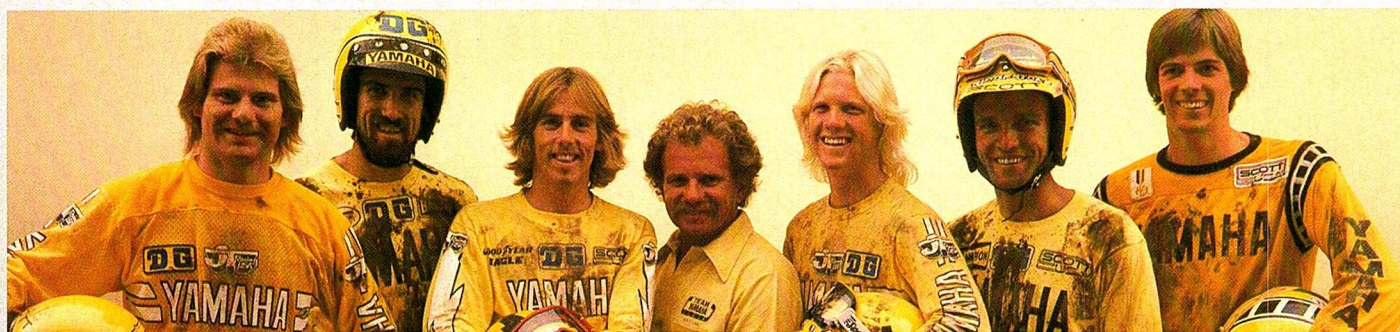
### **GT80.**

It's the same as our GTMX but completely street legal. Full instrumentation and lighting includes a speedometer, odometer and large sealed-beam headlight. This mini is built to take it. Wherever you take it.





# OUR SUNDAY BEST.



*Rick Burgett*

*Rex Staten*

*Bob Hannah*

*Ken Clark (Team Manager)*

*Broc Glover*

*Pierre Karsmakers*

*Mike Bell*

Team Yamaha has just done something they're very proud of.

The impossible.

This group of riders, assisted by their trusty mechanics and remarkable Yamaha machines, just recorded the first "grand slam" in the history of motocross. Number One plates in 125cc, 250cc, 500cc and Supercross in a single season.

Two of those plates went to one incredible rider, Bob "Hurricane" Hannah, who clinched both the Supercross and AMA 250 National titles before the seasons were even over. And, in the pro-

cess, racked up 22 straight moto wins, to become the winningest motocrosser in AMA history.

A tough act to follow? Not for teammate Broc Glover. This 18-year-old prodigy not only stayed on top of the 125cc heap, race after race, but went on to take the AMA National Championship for the second straight year.

Rick "Lumberjack" Burgett surprised everyone but us. He methodically worked his way up in the standings to take first place by the sixth event of

the 500cc series. Then blasted through the next five to take the championship.

A combination of injuries and just plain bad luck kept Mike Bell and Pierre Karsmakers out of the top spots. But not before Mike turned in a spectacular win at the Superbowl of Motocross in Los Angeles. And, of course, Pierre, former open class champion, remains the finest product development rider in the world,





with his uncanny riding ability and diagnostic skills.

As for "Rocket" Rex Staten, our newest team member, he gave Rick Burgett some very tense moments in the 500cc battle, finishing a close second.

### **OVER THERE.**

Meanwhile, across the Atlantic, no one was surprised to see Yamaha's Heikki Mikkola still living up to his famous nickname "The Flying Finn."

He out-maneuvered, outlasted and simply out-classed Europe's finest, to take his second straight 500cc Class World Motocross Championship.

Today the world.  
Tomorrow...

### **OVER HERE. AND OVER THERE.**

Meanwhile, back home, our Enduro team was busy with the dirt, rocks, trees and treacheries of the ISDT qualifiers.



When the dust settled, they'd won 55 gold medals, 4 first-in-class trophies, 2 manufacturer's trophies and 3 overall-win awards.

Their next stop was the International Six Day Trials in Sweden. And three more gold medals.

Needless to say, we're very successful in the racing department. Which should make you every bit as happy as it does us.

Because a race course is also a proving ground. For the innovations, refinements and improvements that go into every Yamaha competition machine.

The ones we race.  
And the ones you buy.





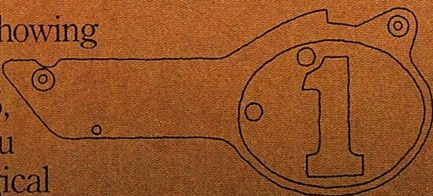
# LET THEM EAT DIRT.



This year, just showing up on a motocross course with a YZ125, 250 or 400 gives you a distinct psychological advantage.

It makes the competition extremely nervous.

These three bikes are as close as we've come yet to putting you on the genuine works machines piloted by Broc Glover, Bob Hannah and Rick Burgett.



mid-range. Longer suspension travel, for even better handling. New full-floating rear brakes to deliver smoother, more positive braking regardless of track conditions.

And, with typical Yamaha ingenuity, we've moved the swing arm pivot point closer to the countershaft to provide

We've given all three models more power this year—from 5% to 20% in

optimum chain play while eliminating the need for a chain tensioner.

As for the features that have made the YZ's so famous over the years—Monoshock suspension, chrome-moly frames, leading-axle front forks, Reed Valve Torque Induction, among others—they're still very much in evidence. And described in some detail on the center pages.



## SMALL PACKAGES.

Of course, no discussion of our YZ line would be complete without a few words about the YZ80 and YZ100.

Or, as we like to call them, "The Yamaha System."

The YZ80, part one of The System, is our mini moto-crosser. The YZ100, part two of The System, is our unique intermediate-size machine that helps the young rider make the transition from mini to full-size.

Both are racing machines in every sense of the word. From their Monoshocks to their Torque Induction engines.

And this year, the YZ80 has a new six speed transmission, a newly-designed frame, more suspension travel, more horsepower. More of what it takes to make it even more competitive.

From the smallest to the tallest, the 1979 Yamaha YZ's are built to give you what you want most from a motocross machine.

Victory.



YZ250



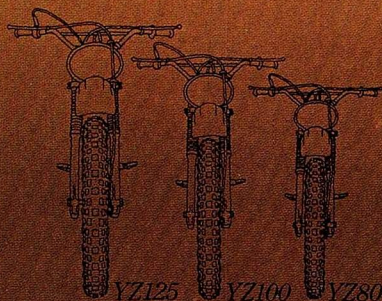
YZ125



YZ100



YZ80



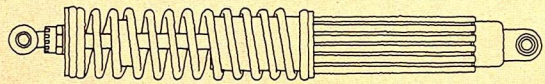
YZ125

YZ100

YZ80

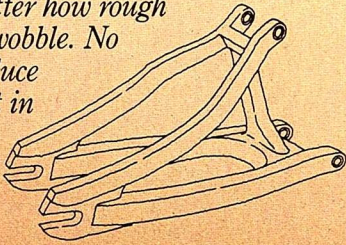


*Our incredible—and exclusive—nitrogen/oil Monoshock rear suspension has exceptionally long travel to keep the rear wheel where it belongs. On the ground. Consistent traction*



*and control are the result. You can adjust the dampening to 20 settings with just a screwdriver. And vary the spring preload and nitrogen pressure for the exact conditions you'll be riding in. The heavy finning quickly dissipates heat to reduce shock fading.*

*This rigid triangulated swing arm keeps the rear wheel tracking straight and true, no matter how rough the terrain. No wobble. No flex. And, to reduce unsprung weight in our larger YZ's, the swing arm is constructed of strong, lightweight aluminum.*



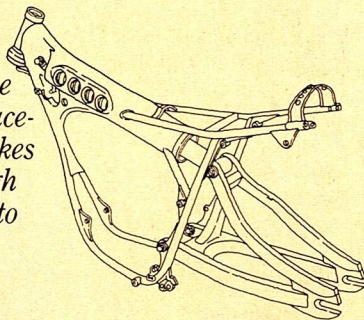
*The race-proven 5 or 6-speed transmissions mean you always have the right gear at the right time. With short-throw quickness and precision.*

*The new full-floating rear brake allows the shoe to rotate and pivot with the frame rather than the swing arm. Braking is smoother, more positive and predictable, regardless of terrain.*

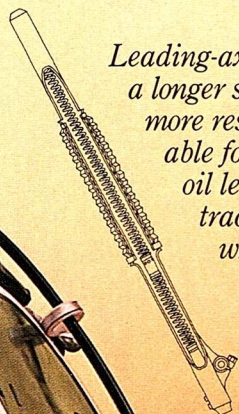




*Precision-engineered frame geometry, coupled with space-age chrome-moly steel, makes our larger YZ's light enough to win and strong enough to win in one piece.*



*Leading-axle front forks provide a longer sliding surface for longer, more responsive travel. They're adjustable for air pressure, oil weight and oil level to soak up everything from track irregularities to full-fledged whoop-de-doo's.*



*Motocross demands power and torque, from the holeshot to the finish line. Our tough YZ engines, with Reed Valve Torque Induction, deliver plenty of both across exceptionally wide rpm bands.*





# RE-INTRODUCING THE MOTORCYCLE.

It takes a great deal of restraint to keep from calling our new XS Eleven Special "the ultimate motorcycle," a somewhat overworked phrase.

## *Special*

But deep down we believe it. Because everything we've learned about motorcycles, and everything we've learned about you, went into creating it. From scratch.

### **HEY, GOOD LOOKING.**

How a motorcycle looks—and how you look when you're on it—is one of your first considerations. So we made it one of our first priorities.

We styled it lean and low, for where you ride it. Cruising down the boulevard. Or up the interstate.

The pullback handlebars reach for you, instead of the other way around. The cushy, low-riding stepped seat cradles you in the ideal position for watching the world rush by. While it enviously watches you.

Add to that a list of styling goodies that look as if they were made for you and you alone: A slick, sleek tear-drop tank. Chopped megaphone pipes. Cast alloy wheels. Leading-axle front forks. Extra

wide rear tire. At least three square feet of chrome. And colors that are definitely the finishing touch—Black Gold or Carmine Red.

### **WHAT WE'VE GOT COOKING.**

How far can you go on our good looks? Just as far as you want.

Because we gave the Eleven Special the biggest, most powerful four-stroke engine our engineers have ever devised for a production machine. An 1101cc, DOHC, four-cylinder powerplant that can take you from on-ramp to fast lane in seconds.





And keep you there indefinitely.

The ease with which this happens is due, in part, to four deep breathing constant-velocity Mikuni carburetors, the precise electronics of Transistor Controlled Ignition and our highly-efficient — and exclusive — vacuum spark advance system.

Yet this magnificent engine is just a part of the performance picture. The other part is a fully-enclosed, direct-coupling shaft drive. This clean, virtually maintenance-free unit

translates all that raw power into smooth, quiet, turbine-like propulsion.

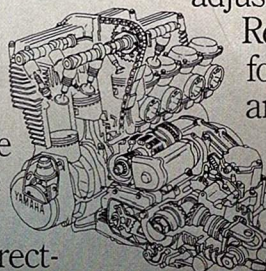
Other considerations: Trailing caliper, dual disc brakes up front and one in the rear. Front forks with infinitely-adjustable air suspension.

Rear shocks with four pre-load settings and adjustable dampening. Tubeless tires. Generous instru-

mentation. Self-canceling turn signals. Quartz halogen headlight. And more.

The XS Eleven Special isn't like any other motorcycle you've ever ridden.

Of course not. It's special.





# VRROOOM WITH A VIEW.

Recognize these touring machines?

You just saw them a page ago, undressed, as the XS Eleven and XS750. And you were under the impression they were high-performance motorcycles.

Indeed they are.

We present them to you here as full-dress tourers to illustrate the true power and

versatility of these remarkable machines.

## LOAD 'EM UP.

They both produce more than enough strong, steady power to carry you, a loved one and a full load of touring gear anywhere you care to point them.

Their constant-mesh transmissions are geared to provide

the most efficient power transfer. Whatever the speed. Whatever the load.

Front forks and rear shocks are fully adjustable to both rider preference and riding conditions.

The thickly padded, two-tier seat is big and comfortable.

And you simply couldn't find a feature more suited to cross-country cruising than our smooth, whisper-quiet shaft drive.





## HOW TO LOAD 'EM UP.

If we've sold you on the idea of touring on an XS Eleven or XS750, we'd like to sell you on another idea, too.

The Yamaha Touring Package.

Consisting of a brand-new XS Eleven or XS750 already fully dressed with genuine Yamaha touring accessories.

All the accessories are genuine Yamaha, not after-market add-ons, so the colors match and the fittings fit.

What you get (besides the bike):

A sleek, frame-mounted fairing with headlight, cigarette lighter, two large storage areas

with locking doors, built-in turn signals and running lights.

A specially-contoured two-passenger seat, thickly padded for extra comfort on long trips.

Rugged, extra-wide fiber-glass saddlebags with plenty of storage room.

Chrome luggage carrier for an extra suitcase and a padded backrest for an extra passenger.

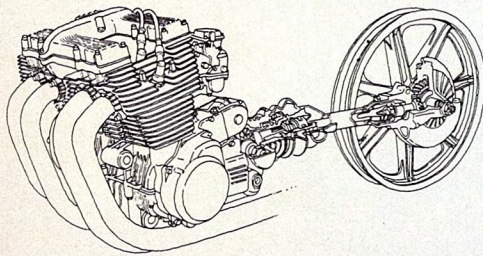
The Yamaha Touring Package.

Can we wrap one up for you?





# VRROOOM TO SPARE.



The first thing most people think of when they hear the term "high performance motorcycle" is speed.

But miles-per-hour is only one aspect of performance. As our XS Eleven ably demonstrates.

The enormous output of its 1101cc, DOHC, four-cylinder engine goes far beyond raw speed (which is considerable). It translates into such practical applications as climbing on-ramps, passing big rigs, bucking headwinds, and running strong and steady for miles on end.

The drive-train is nothing less than our highly-sophisticated, fully-enclosed

shaft drive. It's uncannily smooth and quiet. Clean. And virtually maintenance-free.

The handling characteristics are remarkable, thanks to the narrowest engine design in its class, optimum frame geometry, three-way-adjustable front forks and five-way-adjustable rear shocks.

Just add a Magenta Red or Indigo Blue paint job and you're ready to go.

And go.

And go.

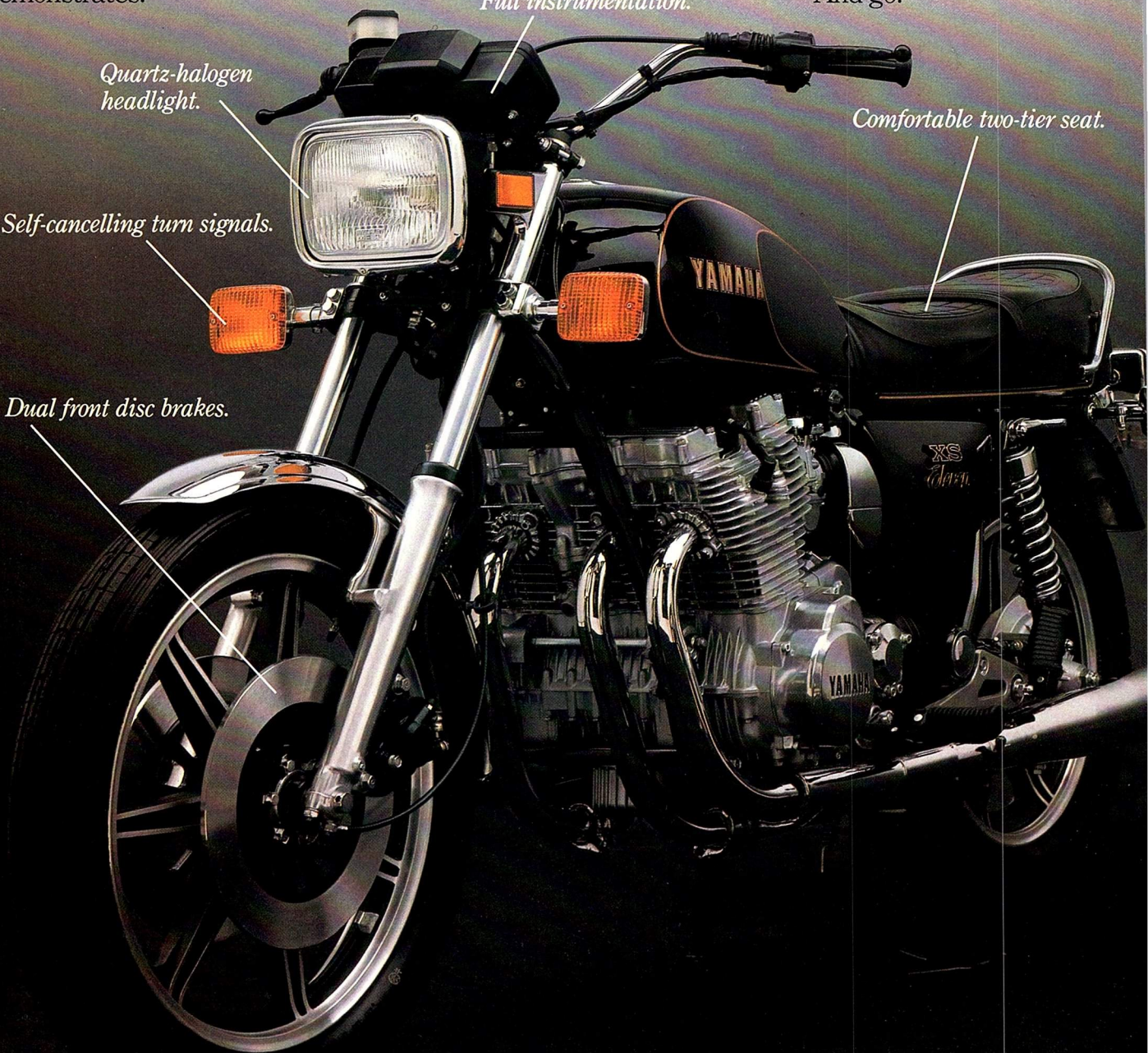
*Full instrumentation.*

*Quartz-halogen headlight.*

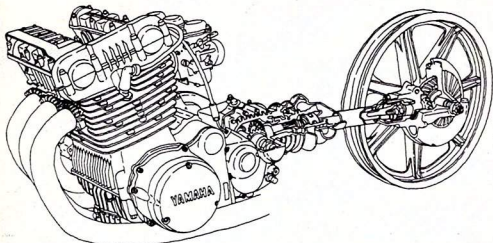
*Self-cancelling turn signals.*

*Comfortable two-tier seat.*

*Dual front disc brakes.*







The Yamaha XS750 is unique among 750cc high-performance motorcycles.

It's not a four. It's a triple.

It's not chain driven. It's shaft driven.

And therein lie the advantages of this truly outstanding road machine.

Those three giant cylinders pump out as much pure power as any of their four-cylinder counterparts. Yet the engine is much narrower.

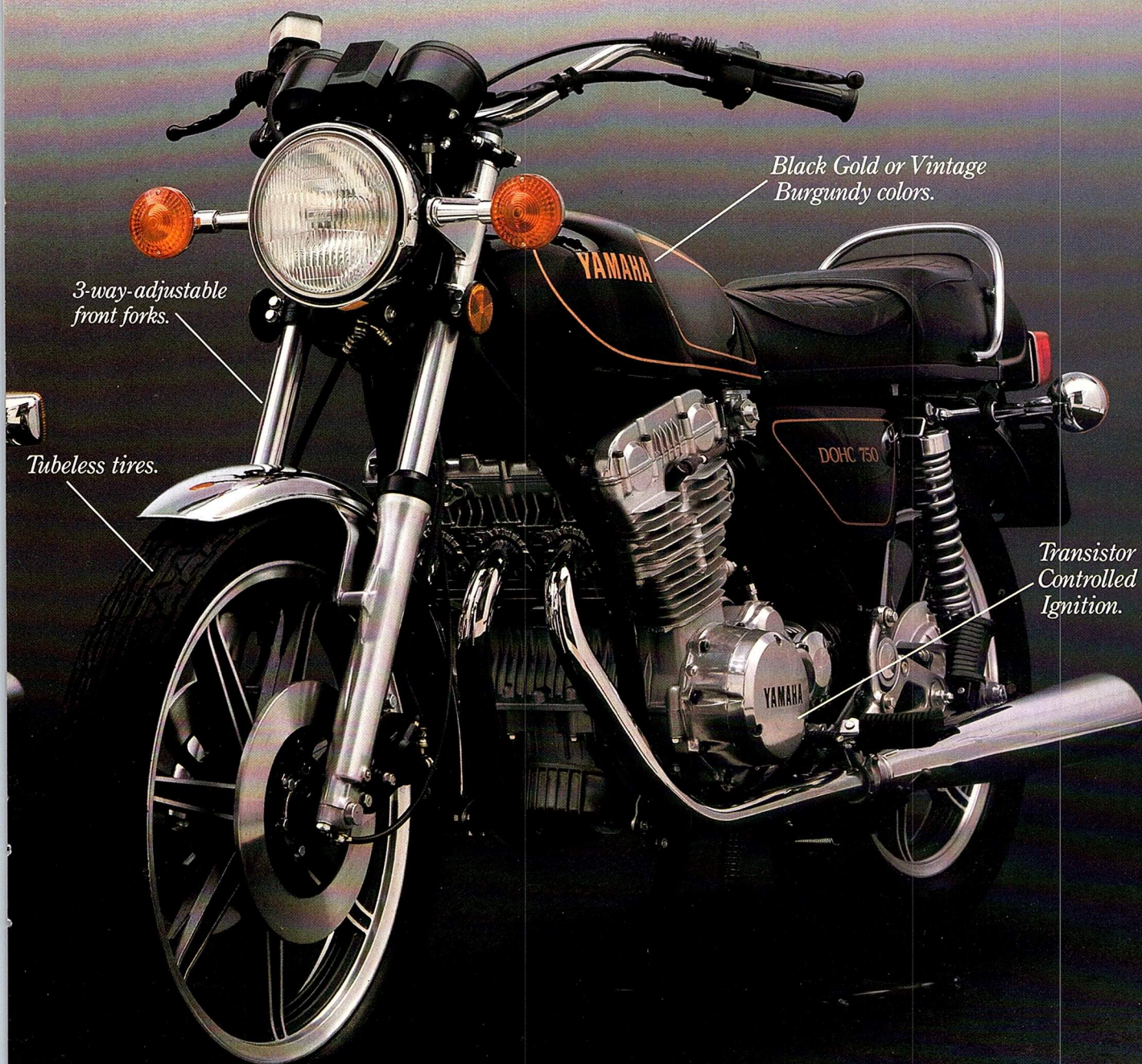
That allows the rest of the bike to be narrower, too. And narrow means nimble. On the curves. In the turns. For as long

and as far as you want to go.

And with shaft drive, the ride takes on a highly civilized smoothness and quiet no chain driven bike can deliver.

Of course, there's always room for improvement. This year, for example, we changed the fork angle for even better handling. And incorporated our exclusive new elastic engine mounts, that eliminate virtually all engine vibration to the frame.

It's a perfect motorcycle. Improved.



3-way-adjustable front forks.

Tubeless tires.

Black Gold or Vintage Burgundy colors.

DOHC 750

Transistor Controlled Ignition.



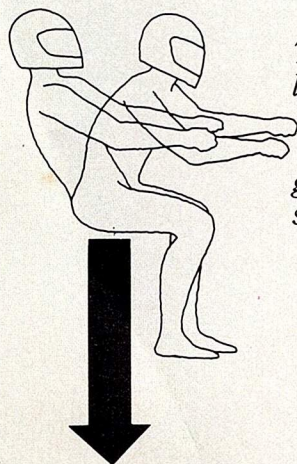
# THE BEAUTY ISN'T ONLY SKIN DEEP.

The XS Eleven Special is beautiful, all right. In more ways than one. Because most of its styling features are as

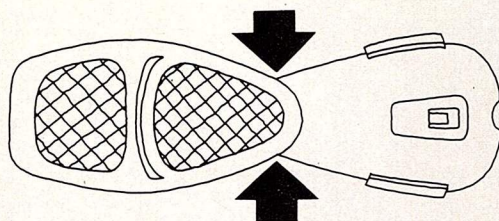
practical as they are stylish.

In fact, combined with the high-performance four-stroke engine and super-smooth shaft drive, they make the Eleven

Special a prime example of that well-known engineering concept: form follows function.

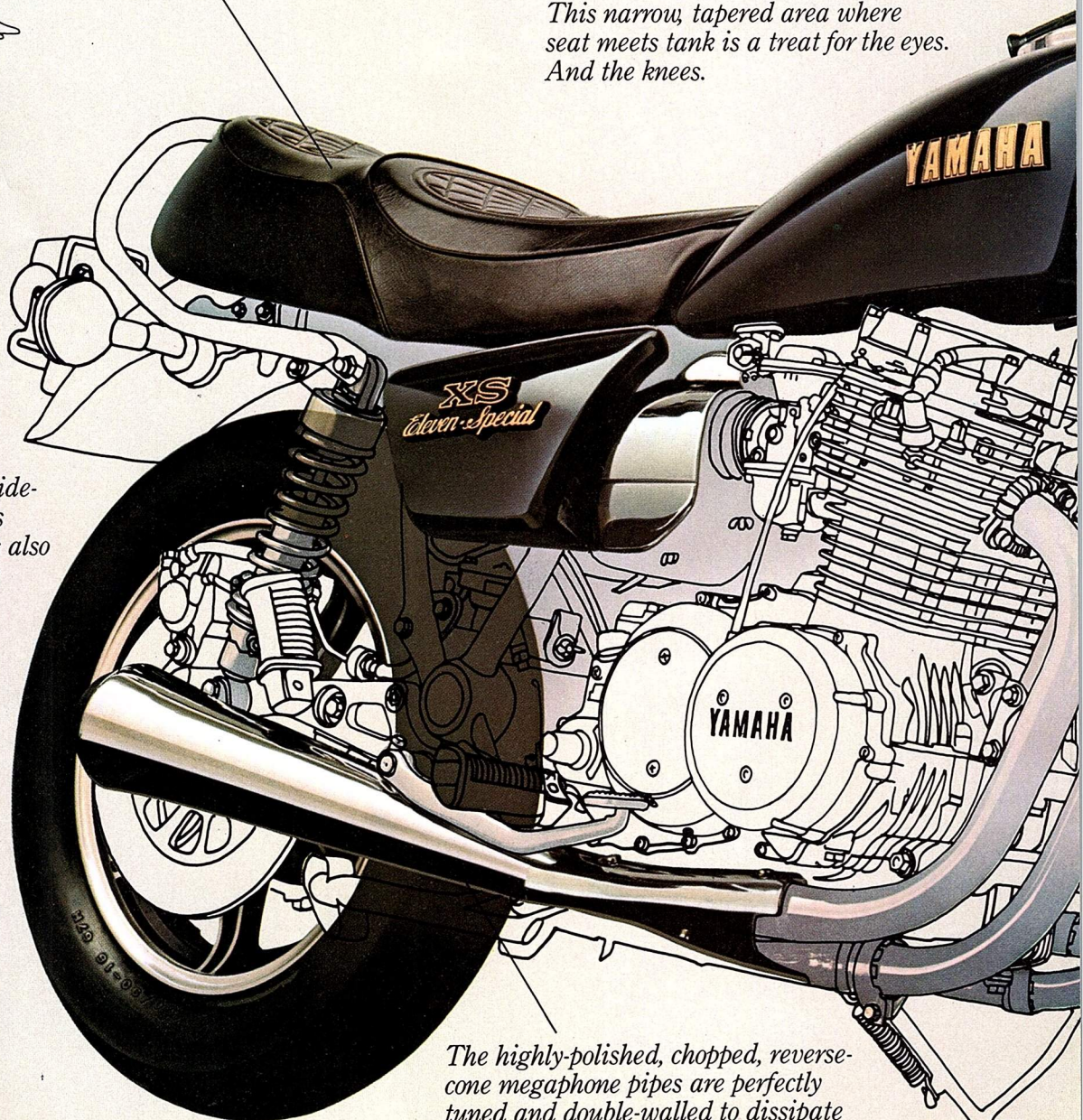


*The stepped seat not only provides a lower riding position for comfort, but a lower center of gravity for handling. It also puts your feet closer to the ground for better balance when you're stopped.*



*This narrow, tapered area where seat meets tank is a treat for the eyes. And the knees.*

*Sure, the extra-wide-profile rear tire is mean looking. It's also tubeless (as is the front tire). So it runs cooler and lasts longer. It's a real pavement grabber, too.*



*The highly-polished, chopped, reverse-cone megaphone pipes are perfectly tuned and double-walled to dissipate heat. Not even the custom accessory folks could improve on them.*



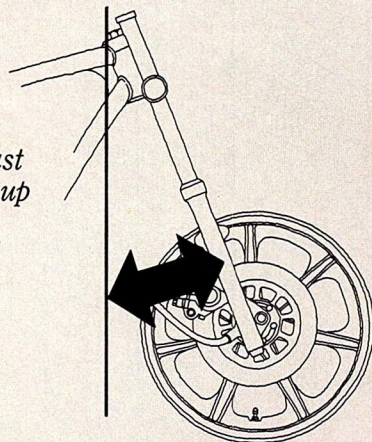
*Instrumentation is complete. Speedometer. Electronic tachometer. Odometer. Resettable trip meter. Warning lights for oil, neutral, low fuel, headlight and taillight burnout. Our exclusive night illumination feature makes them easier to read, too.*



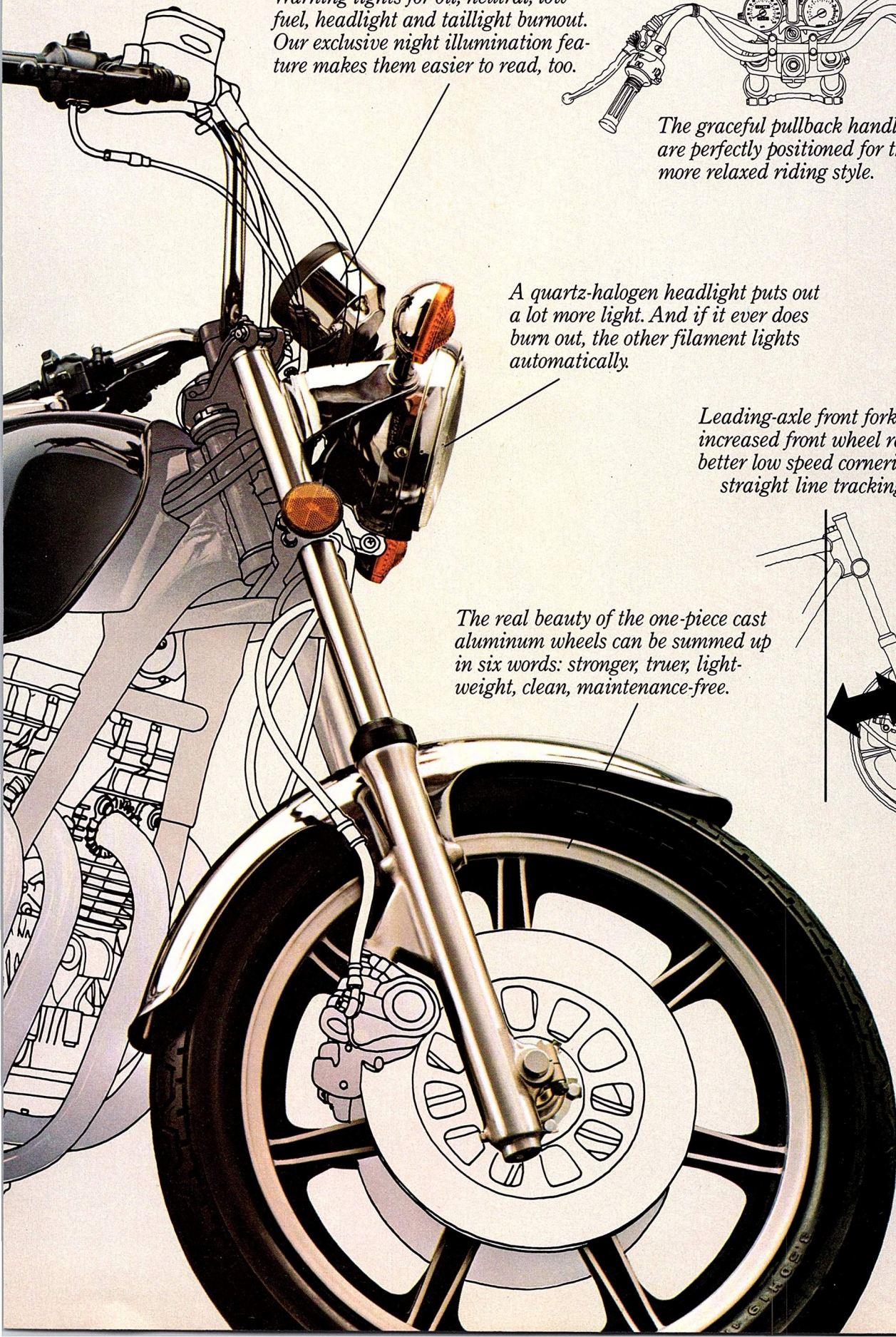
*The graceful pullback handlebars are perfectly positioned for the lower, more relaxed riding style.*

*A quartz-halogen headlight puts out a lot more light. And if it ever does burn out, the other filament lights automatically.*

*Leading-axle front forks and increased front wheel rake mean better low speed cornering and straight line tracking.*

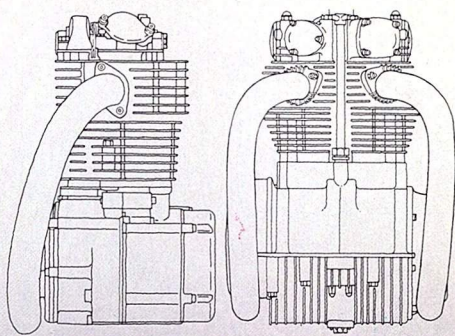


*The real beauty of the one-piece cast aluminum wheels can be summed up in six words: stronger, truer, lightweight, clean, maintenance-free.*





# THE OLD ONE-TWO. IMPROVED.



If you have an abiding love for the past and a healthy respect for the present, the SR500 and XS650 are right up your street. Because they offer the very best of both.

## THE ONE.

The SR500 is our single cylinder, four-stroke street bike patterned after the big bore singles

that ruled the roads in the '50s.

Even if you're not a nostalgia buff, it's easy to see what made this type of bike so popular. And still does.

The SR500 is a lightweight, agile handler. Economical. And a cinch to maintain. Its one massive, long-stroking piston pounds out smooth, throaty, practical power. And produces low-end torque you just can't get from today's multi-cylinder 500's.

Beyond that, Yamaha's innovative technology has made the SR500 as modern as it is traditional.

We perfected a compression release lever and piston position indicator that make kick starting our machine quick and easy. Something that couldn't be said for its forebears.

We also gave the SR500 front and rear disc brakes on cast alloy wheels. Breakerless electronic ignition. Oil-in-the-frame lubrication instead of an external oil tank. And full instrumentation.





## THE TWO.

Over the years, the British have given us their legal system, their language, their colonies and the vertical twin engine.

For motorcycle fans, the last should head the list.

The Yamaha XS650 boasts the only SOHC four-stroke vertical twin of this size now in production. Our engine possesses all the qualities that have made the design a legend — power, reliability, economy, simplicity. But, thanks to Yamaha engineering, it retains none of the drawbacks, like excessive vibration.

Through a combination of sophisticated single-overhead-cam design, crankshaft counterweight system and special engine mounts, the XS650 delivers a steady stream of smooth, abundant power. And a close-ratio, five-speed gearbox makes excellent use of it.

Responsive front forks and adjustable five-position shocks assure nimble handling on street or highway.

And just to make sure the XS650 is unmistakably modern, there's an electric starter, front disc brake, full instrumentation and self-cancelling turn signals.

The SR500. And the XS650. Who says you can't go back again?

*New grab rail.*

*New two-tier seat.*

*Cobalt Blue.*





As if the XS Eleven Special alone weren't enough to send you scurrying to your Yamaha dealer, we also make four other "Special" machines.

They, too, come complete with stepped seat, pullback handlebars, teardrop tank, chopped megaphone pipes, cast alloy wheels and all that chrome.

And they're all equally dedicated to our unique blend of styling and technology.

No matter which one you choose, it's the right choice.

### **XS750 SPECIAL**

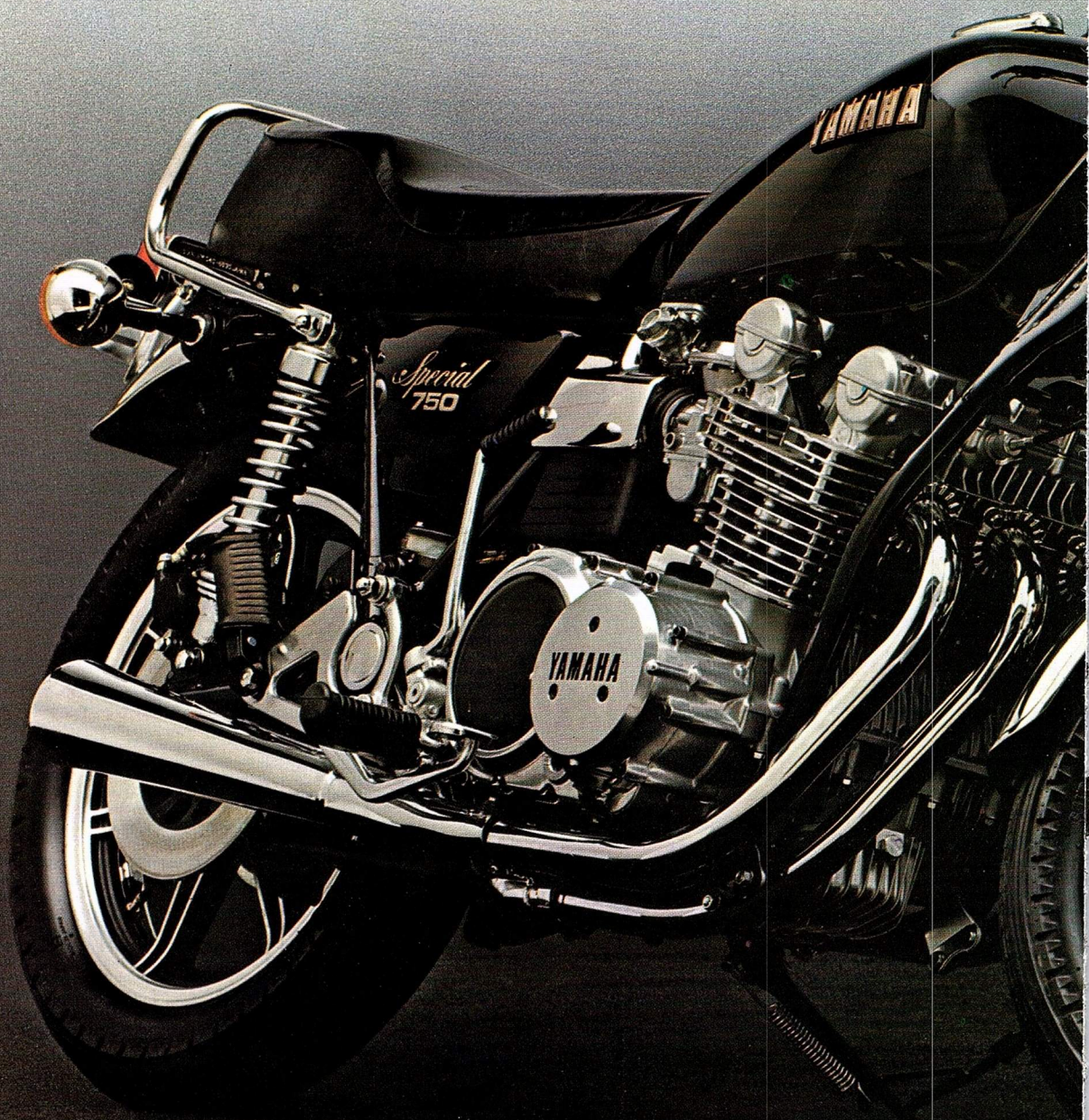
Our renowned 747cc, four-stroke, DOHC triple is as quick and powerful as its four-cylinder competitors, yet leaner and narrower.

This, along with the three-way-adjustable leading-axle front forks, rigid duplex cradle chassis and precision steering geometry, makes the 750 Special a superb handler.

And when the power is channeled through our silky-smooth shaft drive, the result is, to say the least, exhilarating.

Additional features abound. Trailing caliper dual disc brakes up front. Rear disc brake. Quartz halogen headlight. Self-cancelling turn signals.

Our exclusive elastic engine mounts to reduce vibration. Complete instrumentation, including speedometer; tachometer; odometer; trip meter; neutral, oil pressure and headlight burnout indicators. And three pizzazzy colors — Indigo Blue, Carmine Red, Black Gold.





## **XS650 SPECIAL**

For the traditionalists among you, we heartily recommend the 650 Special.

The four-stroke, single-overhead-cam, vertical twin engine has the proven strength, reliability and simplicity of its

British ancestors plus the smoothness and tractability only Yamaha technology could master.



And it fits into our lean, low look as if it were custom made for it.

Out on the street, the extra-wide rear tire grabs attention like it grabs the road. And, whether you're cruising or hauling, you're in command with a five-speed, constant-mesh transmission, three-way-adjustable front forks, fade-resistant disc brakes, self-cancelling turn signals and full instrumentation.

But first you have to make an important decision. Carmine Red. Or Black Gold.





## **XS400**

Most entries in this category are basic transportation motorcycles. Nothing more.

The XS400 is an exciting motorcycle. Nothing less.

Its 391cc, SOHC, four-stroke twin is a mighty mill that puts out exceptional power, wherever you're going.

And the constant-mesh transmission gives you six sure-shifting speeds to make that power pay.

Handling is super, with oil-dampened front forks and five-way-adjustable rear shocks.

And these features are anything but basic: disc brakes, cast alloy wheels, electric starter, self-cancelling turn signals, full instrumentation, and two elegant colors, Blue and Maroon.





## VALUE EDITIONS

For the economy-minded among you, we also offer lower-priced versions of our XS650 Special and XS400. They're called the XS650 Special II and XS400-2F.

What's the difference?

Both machines have wire wheels instead of cast alloy. A little less chrome. And one color instead of two.

The 650 Special II has a front disc and a rear drum brake. The XS400-2F has two drum brakes. And a kick starter.

In all other respects—performance, handling, styling, even instrumentation—they are identical to the XS650 Special and XS400.

You give up a little. But you still get a lot.







An advertising supplement to: *Cycle, Cycle World and Cycle Guide.*  
Yamaha Motor Corporation, U.S.A. 6620 Orangethorpe, Buena Park, California 90620. Printed in U.S.A.

If you found something you like in these pages, we're not at all surprised. Because this is the best and most complete selection of motorcycles that Yamaha has ever built.

From our beautiful new street fleet to our victorious motocrossers. From our hardy off-road and dual-purpose machines to our mighty minis. From the ground up.

**YAMAHA FOR 1979.**

*When you know how they're built.*